50X1-HUM

### CLASSIFICATION CONFIDENTIAL

# CENTRAL INTELLIGENCE AGENCY INFORMATION FROM FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY

USSR

USSR

DATE OF

DATE OF INFORMATION 1953-1954

HOW

Γ.

HOW PUBLISHED Economic - Water transport

26 Nov 1953 - 2 Feb 1954

Daily newspapers

DATE DIST. 22 Mar 1954

WHERE

PUBLISHED

NO. OF PAGES 5

DATE

PUBLISHED

LANGUAGE Russian

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENS OF THE UNITED STATES, WITHIN THE MEASURE OF TITLE IS. SECTIONS TO AND 784, OF THE U.S. CODE, AS AMERICA. ITS TRANSMISSION OR REVE. LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON I

THIS IS UNEVALUATED INFORMATION

SOURCE

As indicated

e,i

## USSR WATER TRANSPORT PESULTS FOR 1953; VESSEL LOCATIONS AND TRAFFIC

1953 WATER TRANSPORT RESULTS IN USSR -- Moscow, Vodnyy Transport, 2 Feb 54

The 1953 freight turnover plan of the Ministry of Maritime and River Fleet was fulfilled by 100.2 percent.

The maritime transport plan for freight turnover was fulfilled by 102 percent and the plan for freight shipment was fulfilled by 103 percent. The freight turnover in 1953 increased 9 percent over the 1952 level and freight transport increased 10 percent.

The river transport plan for freight turnover was fulfilled by 99 percent and the plan for freight transport was fulfilled by 100.6 percent.

The plans for shipment of the following materials were exceeded: petroleum and petroleum products, timber, mineral construction materials, ore, cotton, fish, and fish products. The shipment plans for coal, bread grains, salt, and potatoes were not fulfilled.

Freight turnover and transport increased in 1953 as compared with 1952.

Leningrad, Leningradskaya Pravda, 1 Dec 53

The Northwestern Steamship Line has successfully completed the 1953 transport plan, which represents a considerable increase over 1952.

The tug fleet completed 200 trips during the year using the barge-pushing method. Operations were on a cost accounting basis aboard 144 ships.

\_ 1 .

CLASSIFICATION CONFIDENTIAL

STATE NAVY NSRB DISTRIBUTION

ARMY AIR FB1



CONFIDENTIAL

50X1-HUM

The cost of transport was lowered 9 percent by the steamship line, which represents a saving of several million rubles.

Kiev, Pravda Ukrainy, 29 Nov 53

Γ

The Volga Freight Steemship Line made 1,217 voyages using the barge-pushing method in 1953 -- four and one half times that of 1952.

Moscow, Vodnyy Transport, 10 Dec 53

During the 1953 navigation season, ships of the Moscow-Oka Steamship Line transported about 12,000 tons of potatoes, vegetables, and other freight from Ryazanskaya Oblast. A large part of this total was delivered to Moscow.

All three ports in Moscow fulfilled their 1953 plans. North Port fulfilled the loading-unloading plan by 123.2 percent and lowered the loading-unloading cost by 17.5 percent. The cost of freight transport was lowered by 32.6 percent.

South Fort reduced the freight working time by 11.7 percent and fulfilled the profit plan by 106.4 percent.

The Yenisei River vessel M/V Stalingrad (captain, Shevnin) sailed  $27\frac{1}{2}$  million ton-kilometers during the 1953 navigation season -- 3 million over the plan.

The ship completed seven voyages to ports in the Far North.

NAVIGATION ENDS IN SOME AREAS OF USSR -- Petrozevodsk, Leninskoye Znamya, 26 Nov 53

Navigation ended yesterday on the upper and middle sections of the Dnepr River.

The Dnepr Steamship Line exceeded the 1953 tcn-kilometer plan by a considerable extent.

Vil'nyus, Sovetskaya Litva, 26 Nov 53

The navigation season is ending on the Nemun River, and the ships are going to wintering quarters.

Petrozavodsk, Leninskoye Znamya, 27 Nov 53

Yesterday morning, the S/S Veresayev finished her last trip of the year on the Petrozavodsk-Shela line. This trip ended passenger traffic on Luke Onega.

During the 1953 navigation scarp, the S/S Veresayev made 379 voyages carrying about 3,000 tons of ireight and over 60,000 passengers.

The tugs Kemenka, Andrey Zhdanov, Vidlitsa, Kem', and Mariya Melent'yeva are still on Lake Onega working to get ships to wintering quarters and repair yards.

٥.

CONFIDENTIAL

50X1	I_H	ш	٨
JUN		U	I۷

### COMPIDENTIAL

Leningradskaya Pravda, 1 Dec 53

Γ

The rivers and lakes of the Northwestern Basin are frozen and navigation has ended. Tugs are completing the movement of barges and lighters to wintering quarters and repair yards.

SHIP REPAIR WORK TERMED UNSATISFACTORY -- Moscow, Vodnyy Transport, 15 Dec 53

The passenger ship M/V Krym has been undergoing repairs at the Odessa Yard of Glavmorrechprom (Main Administration of Maritime and River Shipbuilding) for the past 9 years and has still not been returned to service.

The passenger ship S/S A. N. Ostrovskiy (captain, Yefremov) has been standing in a cove at the Yard imeni Molotov (of Glavmorrechprom) for the past 5 years awaiting repairs, but this work has still not been completed.

Moscow, Vodnyy Transport, 2 Feb 54

The ship repair facilities which handle the ships of the Volga Freight and Passenger Steamship Line face a considerably greater task in the present season than in 1952-1953. This is largely due to the fact that many ships must be overheuled and refitted for navigation on the new reservoirs of the Volga River. In many cases, machinery will also be modernized -- superheaters will be added to the boilers and thermosiphon slime separators and thermal water softeners will be built in.

The S/S Sotsializm and S/S Karl Marks are being repaired at the Pamyat' Parizhskoy Kommuny Yard. These ships must have the main engine crankshaft journals lathed and high pressure cylinder replaced. In addition, they require lathing of the drive shaft and capital repairs on the paddle wheel.

The M/V Orel is in the same yard for capital repairs on her main engines, but as of December the work had not begun. The S/S Ryleyev has been put in the yard because of a crack in her main engine cylinder block. The block has been lying in the shop for 2 months now because the necessary arc-welding technique has not been worked out.

The shops of the Pamyat' Parizhskoy Kommuny have lange stocks of engine parts, but they are not being used for regains because no work orders have been made out.

Repairs on the M/V Dobrynya Nikitich, M/V Alesha Popovich, M/V Khudozhnik Repin, and M/V Khudozhnik Serov are moving very slowly at the Yard imeni Uritskiy. This can be explained to a large extent by the failure of the supply section to provide necessary materials.

The Yard imeni Molotov, which is under the direction of Glavmorrechprom, is operating behind schedule also. For a considerable length of time, Glavmorrechprom could not agree with Glavtsentroflot (Main Administration of the Central Basins Fleet) on the amount of repair work which would be carried out in the yard.

Last June, Glavtsentroflot instructed the Volga Freight and Passenger Steamship Line to place the following ships in the Yard imeni Molotov for intermediate repairs: S/S Marksist, S/S Gor'kovskaya Kommuna, S/S Pamyat'Shmeleva. The S/S Pervoye Maya was to be put in for capital repairs. Glavmorrechprom authorized the yard to carry out intermediate repairs on the S/S Marksist only, and all the other ships were classified under current repairs.

- 3 -

CONFIDENTIAL

#### CONFIDENTI L

A lengthy correspondence then began between the yeard, the steamship line, and the main administrations. November and December passed with no action being taken. Finally a group of representatives from the main administrations and the Registry visited the yard, and on 9 January 1954 the amount of work to be done at the yard was determined. But as a result of these delays a considerable part of the work on the S/S Pervoye Maya and S/S Gor'kovskaya Kommuna had to be postponed until 1955.

ACTIVITIES OF THE FISHING FLEET -- Vil'nyus, Sovetskaya Litva, 29 Nov 53

The trawler No 690 of Balgosrybtrest (Baltic Sea State Fishing Trust) has returned to her base after a 10-month voyage in the North Atlantic. The trawler caught 8,500 centners of fish.

Petrozavodsk, Leninskoye Znamya, 1 Dec 53

The crew of the small trawler Angara (captain, A. Nikolayev) of the Vyg fishing kolkhoz has gained first place for the third time in the competition among ships fishing in the Barents Sea.

The medium trawlers 499, 359, and 4111 of the Belomorsk base were also outstanding in their performance during the year.

BONUS PAY FOR RIVER WORKERS -- Moscow, Vodnyy Transport, 15 Dec 53

Grigoriy Grigor'yevich Lubenets, presently captain of the Dnepr River ship S/S M. V. Lomonosov, has worked on the river for over 40 years. As a result of long meritorious service, he receives 355 rubles per month in addition to his salary. Captain-teacher Pavel Paramonovich Adamchikov receives 400 rubles each month in addition to his salary, and Petr Dmitriyevich Vedernikov (engineer of the S/S S. Kirov) receives 310 rubles.

The basic salary for river workers in the Dnepr Basin is increasing every year. In 1953 the workers afloat were paid over 2 million rubles in bonus money for long meritorious service.

VESSEL LOCATIONS AND TRAFFIC -- Moscow, Vodnyy Trunsport, 2 Feb 54

The icebreaker Il'ya Muromets has been operating for more than 6 months in the Far North. During this time, the ship has made many important voyages, sailing more than 16,000 miles. In Kandalaksha Gulf, the Il'ya Muromets freed the fishing motorboats Raketa and Dostoynyy from ice. The ship is now in the Baltic Sea where it will see service.

Moscow, Pravda, 30 Nov 53

On 25 November, the S/S Sukhona under the command of Captain V. I. Solov'yev returned to her home port of Odessa, from which she had sailed on 27 May on a 6-month trip. The ship sailed around Europe twice during this period, stopping at many foreign ports.

- 4 -

CONFIDENTIAL

50X1-HUM



					كان كناه				
Sanitiz	ed Copy	Approved for	r Release	2011/09/02 :	: CIA-R	RDP80-0	0809A0	0007001700	80-3

50X1-HUM

Moscow, Vodnyy Transport, 10 Dec 53

On her last voyage, the M/V Dmitriy Donskoy /Bultic Steamship Compuny/delivered 9,000 tons of salt to Murmansk for the fish industries.

The S/S Surikov (Northern Steamship Company) recently loaded construction timber in Arkhangel'sk for delivery to Odessa.

The tanker Mashuk is returning to Vladivostok after delivering supplies to the Kurile Islands, Sakhalin, and the whaling flotilla Aleut in the North Pacific.

- E N D -



50X1-HUM

- 7

CONFIDENTIA